

## 4 | 2017 Service Initiatives

To develop the 2017 Annual Service Plan, YRT/Viva assessed the net cost per passenger and the capacity demand for all services (**Appendix B**), and identified routes that York Region is subsidizing three to four times the average fare per passenger. The assessment included TTC routes operating in York Region, Dial-a-Ride services, High School Specials, and GO Shuttles.

The following sub-sections outline the 14 service initiatives proposed for 2017. The initiatives are listed and summarized in **Table 6**.

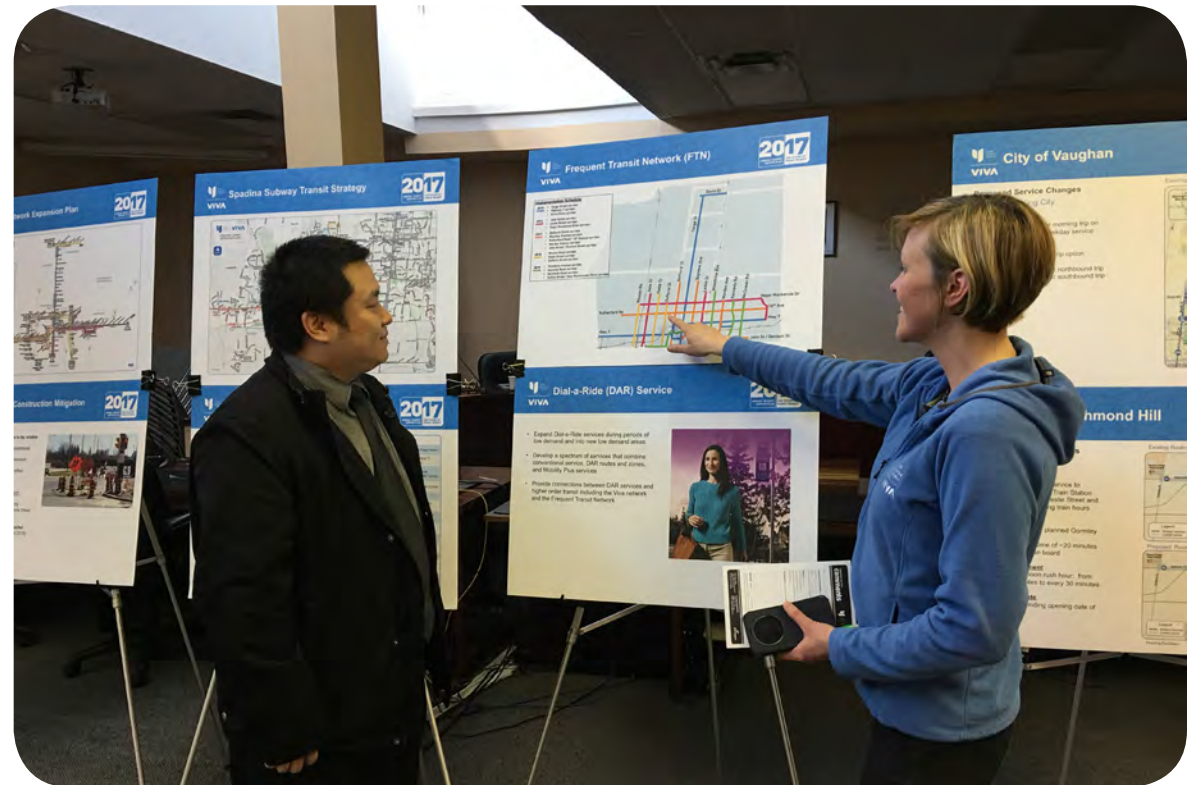


Table 6: Summary of 2017 Service Initiatives

Municipality	Route	Proposed Service Change	Page
Vaughan	23 – Thornhill Woods	<ul style="list-style-type: none"> <li>&gt; Discontinue service after 10 p.m. due to low demand</li> <li>&gt; Realign rush hour service north of Rutherford Road to provide service along the local road network</li> </ul>	26
Richmond Hill	244 – Beaver Creek Shuttle	<ul style="list-style-type: none"> <li>&gt; Discontinue service due to low ridership</li> </ul>	30
Newmarket	421 – Newmarket High School Special	<ul style="list-style-type: none"> <li>&gt; Discontinue service due to low ridership</li> </ul>	34
	427 – Sacred Heart High School Special	<ul style="list-style-type: none"> <li>&gt; Provide service to Newmarket High School in the afternoon</li> <li>&gt; Restructure route to service the Copper Hills area</li> </ul>	36
Aurora	31 – Aurora North	<ul style="list-style-type: none"> <li>&gt; Include Route 31 weekday evening service as part of Route 32/84 Dial-a-Ride</li> </ul>	40
	33 – Wellington	<ul style="list-style-type: none"> <li>&gt; Provide connections to Route 320 at Aurora Park and Ride facility (weekday rush hour only)</li> </ul>	42
	222 – Aurora GO Shuttle	<ul style="list-style-type: none"> <li>&gt; Restructure route to service the St John's Sideroad and Leslie Street area</li> <li>&gt; Discontinue service north of Stonehaven Avenue due to low ridership</li> </ul>	44
Georgina	50 – Queensway 50A – Sutton-Pefferlaw	<ul style="list-style-type: none"> <li>&gt; Conduct analysis on potential service adjustments between Sutton and Pefferlaw</li> </ul>	48
	51 – Keswick Local	<ul style="list-style-type: none"> <li>&gt; Discontinue last southbound trip from Keswick Marketplace</li> </ul>	50
East Gwillimbury	58 – Mount Albert	<ul style="list-style-type: none"> <li>&gt; Restructure route to service new residential neighbourhoods in Mount Albert and Sharon</li> <li>&gt; Re-route pattern in a counter-clockwise direction through Mount Albert</li> </ul>	54
Whitchurch-Stouffville	9 – 9th Line	<ul style="list-style-type: none"> <li>&gt; Weekdays: Restructure route to service the Box Grove south area</li> <li>&gt; Saturdays: Introduce new Dial-a-Ride services</li> </ul>	58
	509 – Stouffville Community Bus	<ul style="list-style-type: none"> <li>&gt; Introduce new community bus service</li> </ul>	60
King	22A – King City	<ul style="list-style-type: none"> <li>&gt; Additional early morning weekday service on Route 22A</li> </ul>	62
All	Routes operating below cost effectiveness targets	<ul style="list-style-type: none"> <li>&gt; Review routes operating with a high net cost per passenger for conversion to on-demand service delivery model</li> </ul>	N/A

## 4.1 | City of Vaughan

### Municipal Meeting:

- > Tuesday, February 23, 2016

### Public Information Centre:

- > Wednesday, April 6, 2016  
Vaughan Mills Mall

### Proposed Service Initiatives:

- > Route 23 – Thornhill Woods



**Route 23 – Thornhill Woods**

**Route Implementation Date:**

- > Pre-amalgamation
- > Restructured April 2014

**Route Type/Routing:**

- > Local
- > Operating between Finch GO Bus Terminal and Teston Road during weekday rush hour periods, and between Rutherford Road and Promenade Terminal during weekday midday and evening periods. Services Thornhill and Richmond Hill

**Major Trip Generators:**

- > Finch GO Bus Terminal
- > Promenade Mall
- > Stephen Lewis Secondary School
- > Westmount Secondary School
- > Lebovic Community Centre

**Proposed Service Changes:**

- > Realign rush hour service north of Rutherford Road to operate along Thomas Cook Avenue and Via Romano Boulevard following completion of the local road network
- > Eliminate service after 10 p.m. (remove one trip)

**Passenger Impacts/Options:**

- > Route realignment improves local service coverage.
- > Up to 750 metre walk for approximately 30 customers along Bathurst Street
- > Approximately six customers impacted if service is eliminated after 10 p.m., up to one kilometre walk for alternative service

**Route 23 Operating Period and Frequency in Minutes (2015):**

Early AM	AM Rush Hour	Midday	PM Rush Hour	Early Evening	Late Evening	Saturday	Sunday/Holiday
33	33	53	33	60	55	N/A	N/A

**Route 23 Route Performance (2015):**

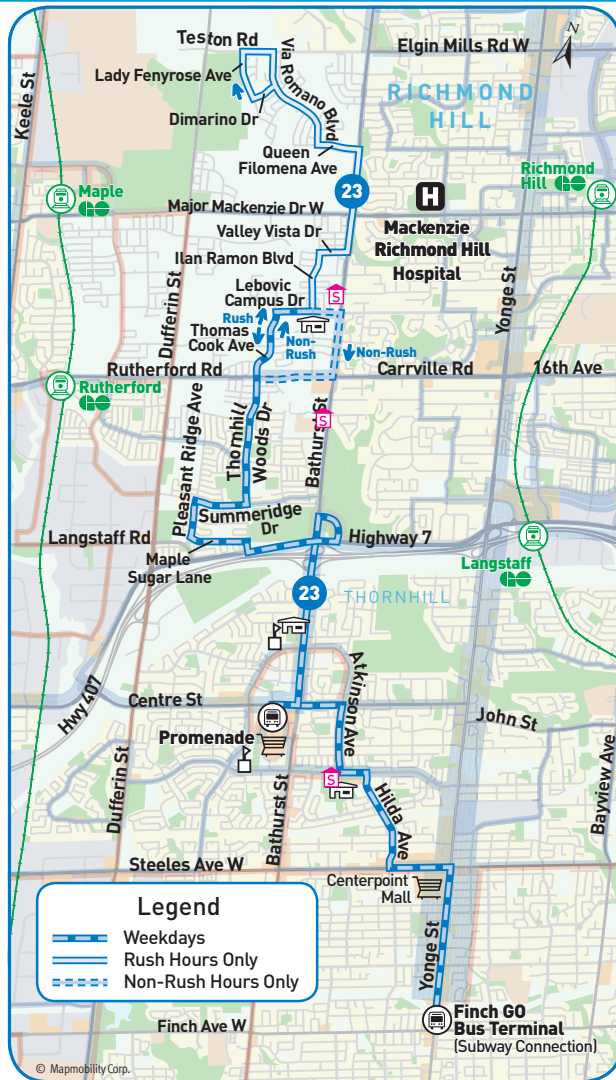
Performance Indicator	Value	
Average route ridership	Weekday daily	335
	Weekday rush hour	206
	Weekday non-rush hour	129
Average route ridership per hour	Weekday rush hour	7
	Weekday non-rush hour	8
Net cost per passenger	Weekday rush hour	\$9.55
	Weekday non-rush hour	\$8.57
Revenue/cost	Weekday rush hour	24%
	Weekday non-rush hour	26%

**On-Street Survey Summary:**

- > On-board surveys were conducted on July 13, 2016
- > A summary of survey findings is provided in **Appendix C**



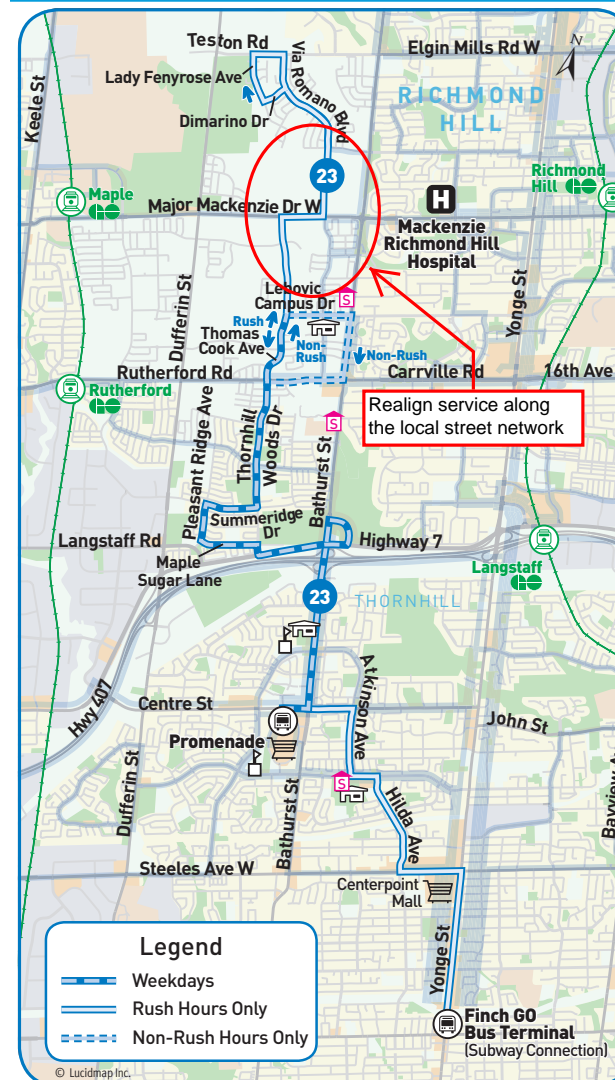
### Route 23 Current Route Map



#### Housing Facilities

-  Nursing Home
-  Retirement Home
-  Social Housing

### Route 23 Proposed Route Map



#### Housing Facilities

-  Nursing Home
-  Retirement Home
-  Social Housing







## 4.2 | Town of Richmond Hill

### Municipal Meeting:

- > Wednesday, February 17, 2016

### Public Information Centre:

- > Thursday, April 7, 2016  
Richmond Hill Centre Terminal

### Proposed Service Initiatives:

- > Route 244 – Beaver Creek Shuttle



**Route 244 – Beaver Creek Shuttle**

**Route Implementation Date:**

- > June 2013

**Route Type/Routing:**

- > Shuttle
- > Weekday rush hour service mainly along East Beaver Creek, West Beaver Creek and Commerce Valley Drive

**Major Trip Generators:**

- > Beaver Creek employment area

**Proposed Changes:**

- > Discontinue service due to low ridership

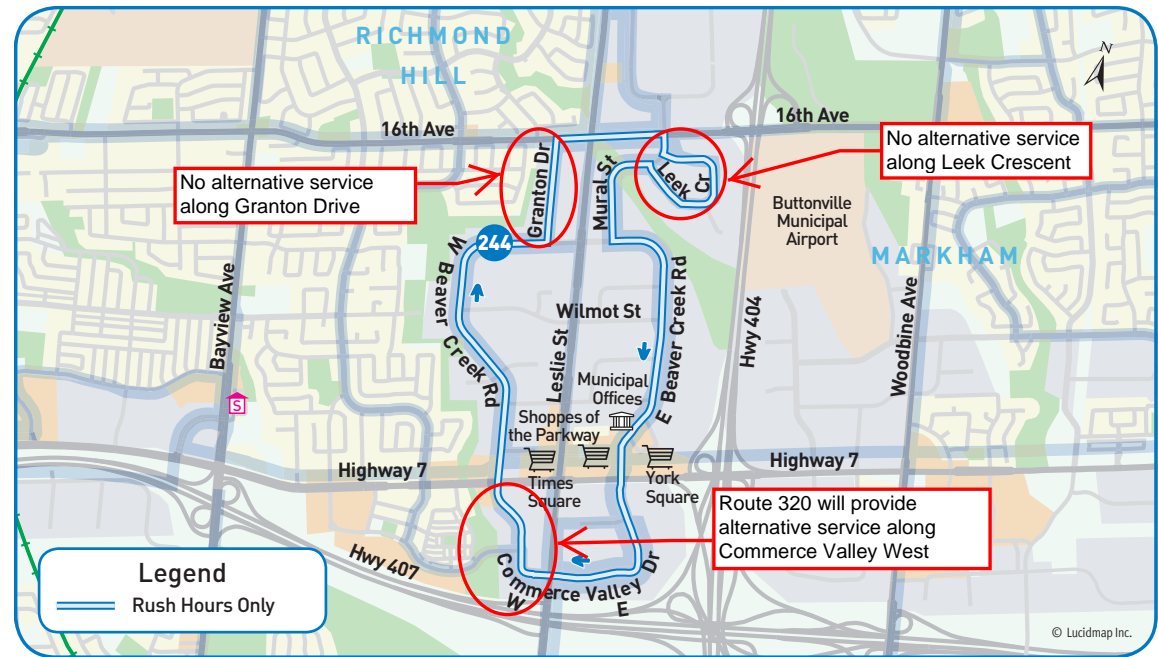
**Passenger Impacts/Options:**

- > Approximately 60 passenger trips impacted
- > Alternative transit services available includes Route 90B – Leslie, Route 320 – Newmarket-Beaver Creek Express, and base services along Highway 7, 16th Avenue and Leslie Street
- > Up to 500 metre walk for customers destined for Leek Crescent and Granton Drive

**On-Street Survey Summary:**

- > On-board surveys were conducted on March 3, 2016
- > A summary of survey findings is provided in **Appendix C**

**Route 244 Current Route Map**



Housing Facilities: Nursing Home Retirement Home Social Housing

## Route 244 Operating Period and Frequency in Minutes (2015):

Early AM	AM Rush Hour	Midday	PM Rush Hour	Early Evening	Late Evening	Saturday	Sunday/Holiday
23	30	N/A	30	30	N/A	N/A	N/A

## Route 244 Route Performance (2015):

Performance Indicator		Value
Average route ridership	Weekday rush hour	41
Average route ridership per hour	Weekday rush hour	4
Net cost per passenger	Weekday rush hour	\$20.12
Revenue/cost	Weekday rush hour	13%

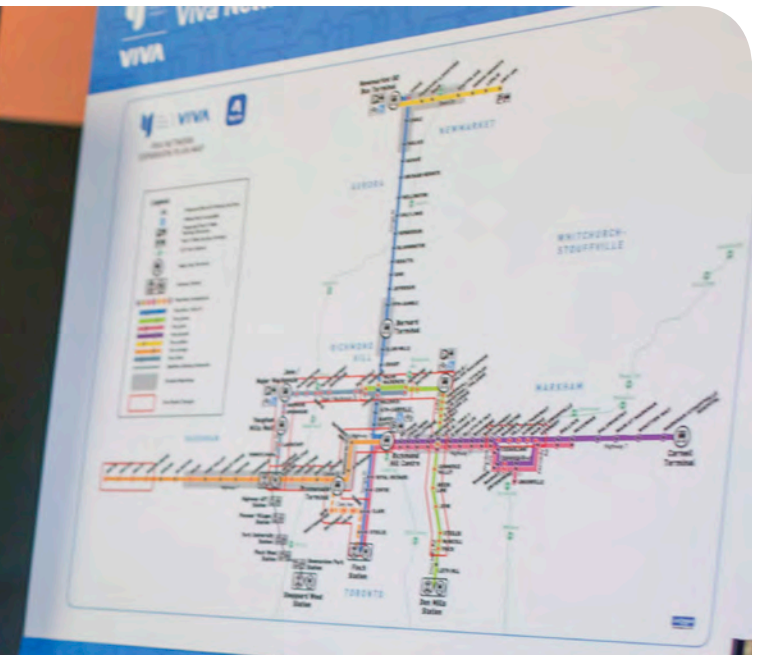




### 2017 Annual Service Plan Objectives

- Improve the frequency of service
- Improve the reliability of service
- Improve the quality of service
- Improve the safety of service
- Improve the accessibility of service
- Improve the sustainability of service
- Improve the cost of service

### Method - Building for the Future



### VivaNext - Construction Mitigation

Ensure YRT/Viva service continues to be reliable during rapidway construction:

- Make schedule and operational adjustments in construction corridors
- Operate additional fleet along construction corridors to maintain frequency
- Adjust travel times in schedules to reflect on-street conditions

**Opening Rapidway Construction in 2017:**

- Highway 7 West - Vaughan
  - Pine Valley Drive to Highway 400 [2019]
  - Dufferin Street to Yonge Street via Centre Street and Bathurst Street [2019]
- Yonge Street - Richmond Hill and Newmarket
  - Highway 7 to 15th Avenue/Gamble Road [2018]
  - Mulock Drive to Davis Drive [2018]

### 4.3 | Town of Newmarket

#### Municipal Meeting:

- > Thursday, February 18, 2016

#### Public Information Centre:

- > Wednesday, March 30, 2016  
Newmarket GO Bus Terminal

#### Proposed Service Initiatives:

- > Route 421 – Newmarket High School Special
- > Route 427 – Sacred Heart High School Special



**Route 421 – Newmarket High School Special**

**Route Implementation Date:**

- > September 2004

**Route Type/Routing:**

- > School Special
- > Weekday service between Newmarket High School and Leslie Street, Stonehaven Avenue, and Bayview Avenue

**Major Trip Generators:**

- > Newmarket High School

**Proposed Service Changes:**

- > Discontinue service in alignment with Route 427 – Sacred Heart High School Special restructure

**Passenger Impacts/Options:**

- > Alternative transit options include Route 427 – Sacred Heart School Special

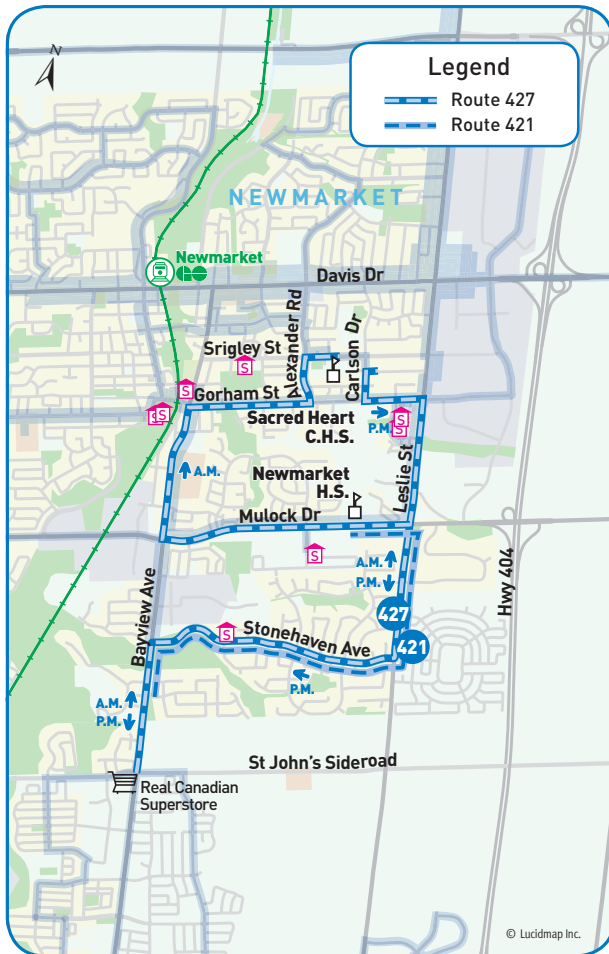
**Route 421 Operating Period and Frequency in Number of Trips (2015):**

Early AM	AM Rush Hour	Midday	PM Rush Hour	Early Evening	Late Evening	Saturday	Sunday/Holiday
N/A	N/A	N/A	1 trip	N/A	N/A	N/A	N/A

**Route 421 Route Performance (2016):**

Performance Indicator	Value
Ridership by trip	17
Net cost per passenger	\$0.96
Revenue/cost	76%

### Route 421 Current Route Map



#### Housing Facilities

-  Nursing Home
-  Retirement Home
-  Social Housing



**Route 427 – Sacred Heart School Special**

**Route Implementation Date:**

- > September 2008
- > Restructured January 2016

**Route Type/Routing:**

- > School Special
- > Weekday service between Sacred Heart Catholic High School, Newmarket High School, and Leslie Street, Stonehaven Avenue, and Bayview Avenue

**Major Trip Generators:**

- > Sacred Heart Catholic High School
- > Newmarket High School

**Service Changes:**

- > Restructure route along Prospect Street in the afternoon to provide service to both Sacred Heart Catholic High School and Newmarket High School
- > Discontinue service on Leslie Street north of Mulock Drive
- > Extend service to Copper Hills area

**Passenger Impacts/Options:**

- > Later afternoon departure from Sacred Heart Catholic High School
- > Reduced walking distance for customers in the Copper Hills area

**Route 427 Operating Period and Frequency in Number of Trips (2015):**

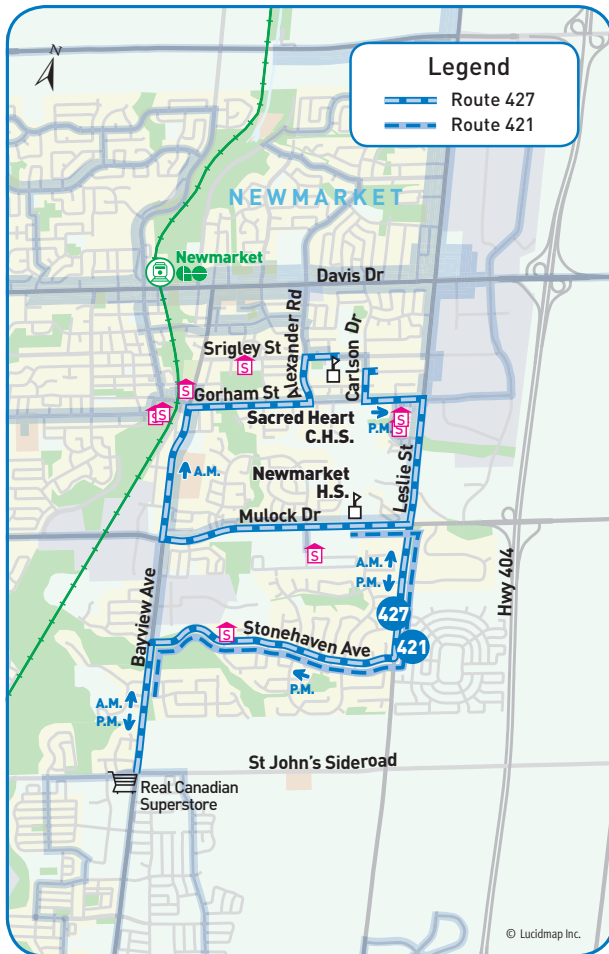
Early AM	AM Rush Hour	Midday	PM Rush Hour	Early Evening	Late Evening	Saturday	Sunday/Holiday
N/A	1 trip	N/A	1 trip	N/A	N/A	N/A	N/A

**Route 427 Route Performance (2015):**

Performance Indicator	Value	
Average route ridership	Weekday daily	48
Ridership by trip	AM trip	18
	PM trip	30
Net cost per passenger	Weekday rush hour	\$-0.86
Revenue/cost	Weekday rush hour	141%



### Route 427 Current Route Map



#### Housing Facilities

- Nursing Home
- Retirement Home
- Social Housing

### Route 427 Proposed Route Map



#### Housing Facilities

- Nursing Home
- Retirement Home
- Social Housing





## 4.4 | Town of Aurora

### **Municipal Meeting:**

- > Wednesday, February 17, 2016

### **Public Information Centre:**

- > Thursday, March 31, 2016  
Aurora Public Library

### **Proposed Service Initiatives:**

- > Route 31 – Aurora North
- > Route 33 – Wellington
- > Route 222 – Newmarket-Aurora GO Shuttle



**Route 31 – Aurora North**

**Route Implementation Date:**

- > Pre-amalgamation

**Route Type/Routing:**

- > Local
- > Weekday rush hour service along Industrial Parkway and in northern Aurora between St. John’s Sideroad and Wellington Street connecting to the Aurora GO Station and Yonge Street

**Major Trip Generators:**

- > Aurora Village Plaza
- > Aurora High School
- > St. Maximillian Kolbe Catholic High School
- > Aurora Public Library
- > Aurora GO Station

**Proposed Service Changes:**

- > Convert weekday evening conventional and Dial-a-Ride service as part of the Oak Ridges and Aurora South Dial-a-Ride service

**Passenger Impacts/Options:**

- > Allows direct travel between YRT/Viva stops within a predetermined geographic area

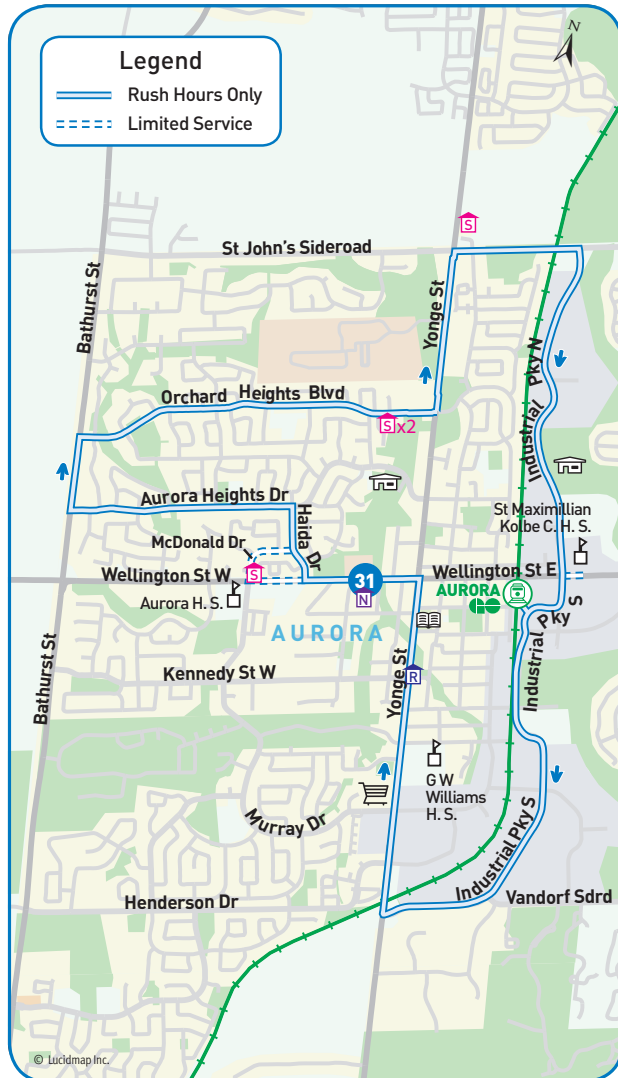
**Route 31 Operating Period and Frequency in Minutes/Number of Trips (2015):**

Early AM	AM Rush Hour	Midday	PM Rush Hour	Early Evening	Late Evening	Saturday	Sunday/Holiday
2 trips	33	N/A	36	N/A	N/A	N/A	N/A

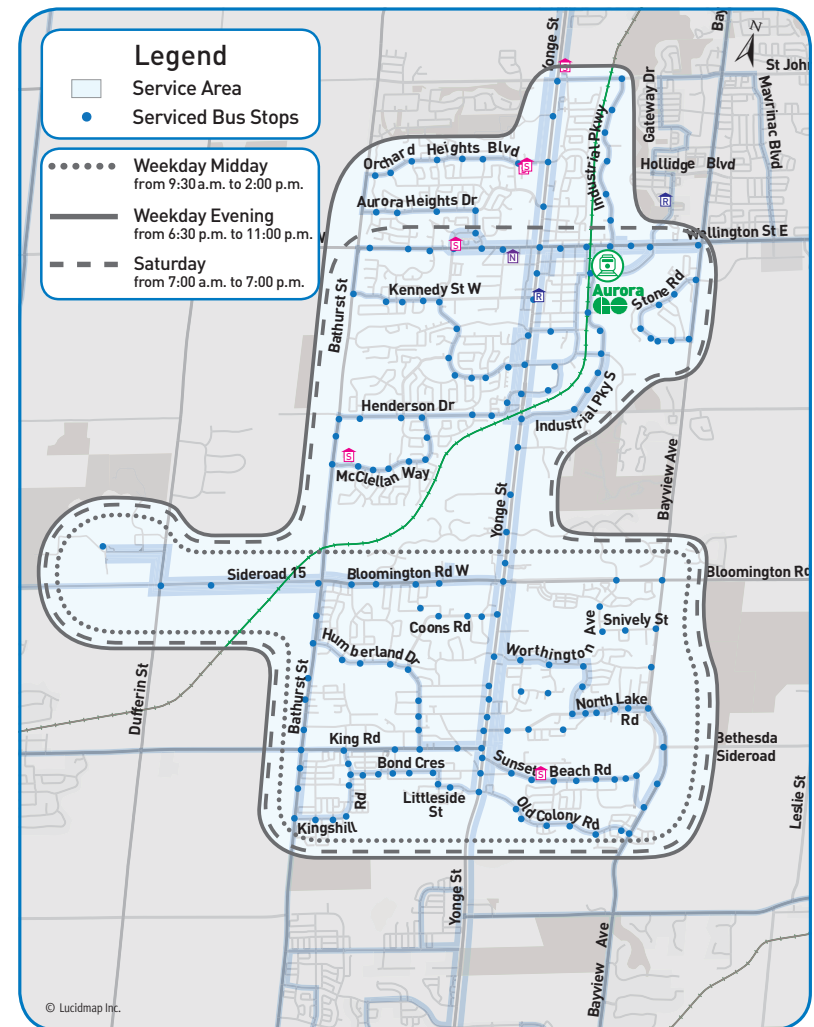
**Route 31 Route Performance (2015):**

Performance Indicator	Value	
Average route ridership	Weekday daily	71
	Weekday rush hour	58
	Weekday non-rush hour	13
Average route ridership per hour	Weekday rush hour	8
	Weekday non-rush hour	6
Net cost per passenger	Weekday rush hour	\$8.74
	Weekday non-rush hour	\$12.68
Revenue/cost	Weekday rush hour	24%
	Weekday non-rush hour	19%

### Route 31 Current Route Map



### Route 31 Proposed Route Map



Housing Facilities: N Nursing Home R Retirement Home S Social Housing



### Route 33 – Wellington

**Route Implementation Date:**

- > Route 33, April 2007
- > Route 33A, January 2008

**Route Type/Routing:**

- > Base
- > Monday to Saturday service on Wellington Street between State Farm Plaza and McDonald Drive with rush hour service to the Aurora Park and Ride lot
- > The 33A branch provides services in the Mavrinc Boulevard and John West Way area, and connects to Aurora GO Station, Yonge Street, and Aurora High School

**Major Trip Generators:**

- > Aurora Town Hall
- > Aurora High School
- > Aurora GO Station
- > Aurora Recreation Centre
- > State Farm Plaza
- > St. Maximilian Kolbe Catholic High School
- > Smart Centres Aurora East
- > Real Canadian Superstore

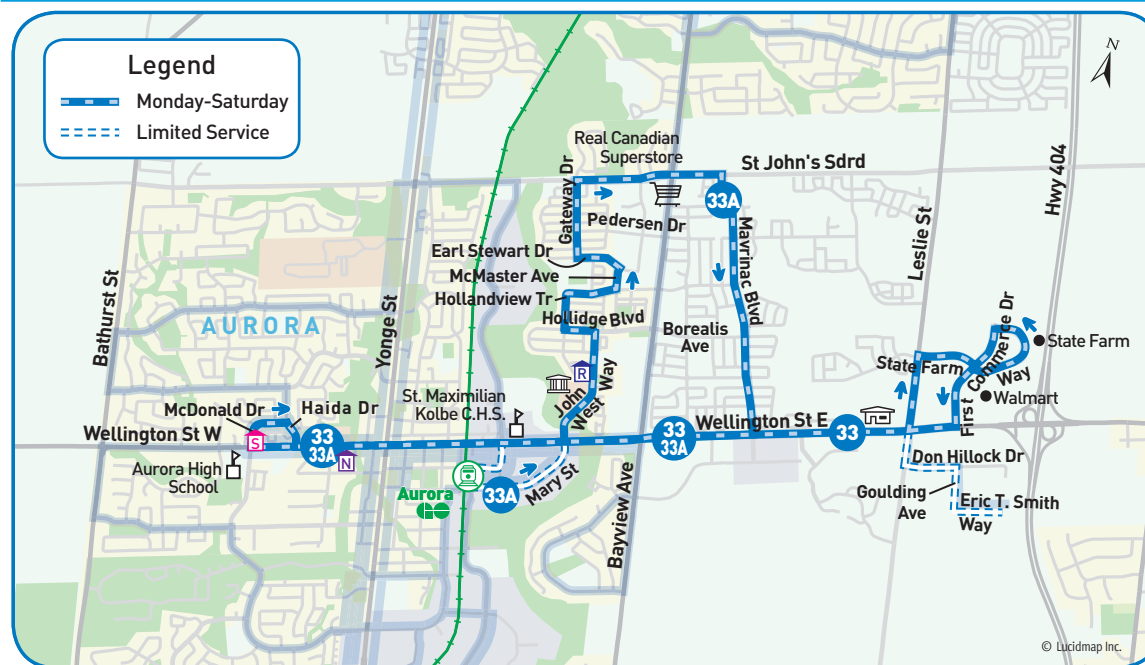
**Proposed Service Changes:**

- > Extend Route 33 service from State Farm Plaza to Aurora Park and Ride Facility during rush hours

**Passenger Impacts/Options:**

- > Create connections with Route 320 – Newmarket-Beaver Creek Express and GO bus services
- > Rush hour frequency will be widened to approximately 53 minutes on the Route 33 branch

### Route 33 Current Route Map



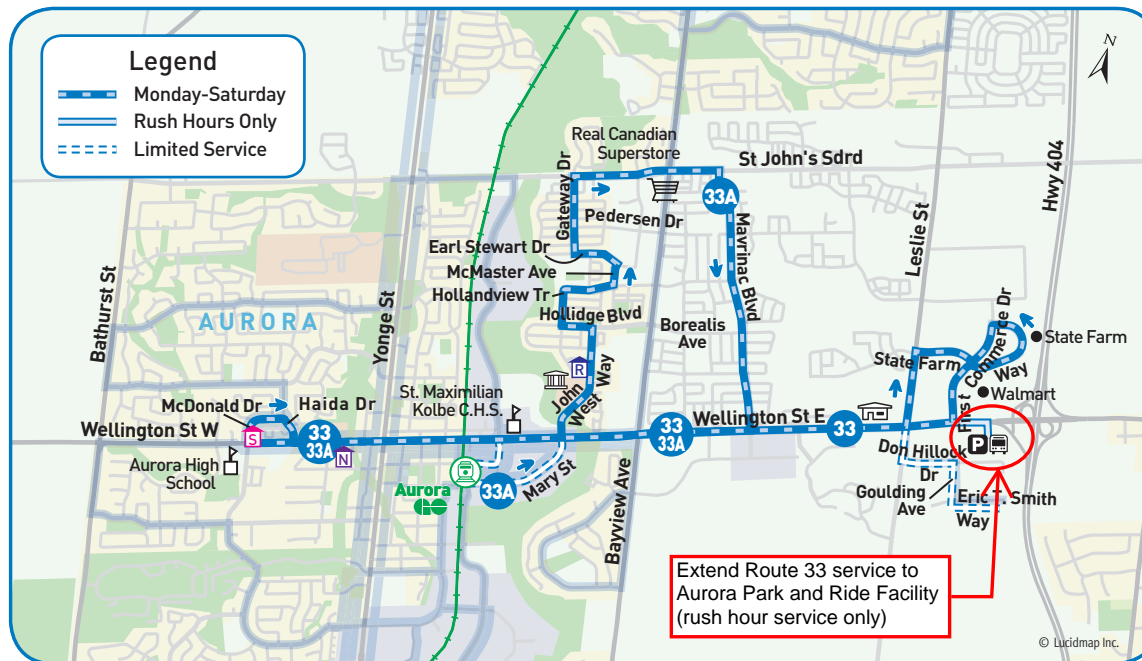
Housing Facilities: Nursing Home Retirement Home Social Housing

**Route 33 Operating Period and Frequency in Minutes/Number of Trips (2015)\*:**

Early AM	AM Rush Hour	Midday	PM Rush Hour	Early Evening	Late Evening	Saturday	Sunday/Holiday
3 trips	40	68	38	2 trips	N/A	66	N/A

\*Frequency applied to 33 branch only

### Route 33 Proposed Route Map



Housing Facilities: Nursing Home Retirement Home Social Housing

### Route 33 Route Performance (2015):

Performance Indicator		Value
Average route ridership	Weekday daily	303
	Weekday rush hour	209
	Weekday non-rush hour	94
	Saturday	115
Average route ridership per hour	Weekday rush hour	11
	Weekday non-rush hour	8
	Saturday	8
Net cost per passenger	Weekday rush hour	\$5.68
	Weekday non-rush hour	\$8.67
	Saturday	\$8.74
Revenue/cost	Weekday rush hour	34%
	Weekday non-rush hour	25%
	Saturday	25%

### Route 222 – Aurora GO Shuttle

**Route Implementation Date:**

- > September 2006

**Route Type/Routing:**

- > Shuttle
- > Weekday rush hour service connecting Aurora residents to Aurora GO Station

**Major Trip Generators:**

- > Aurora GO Station

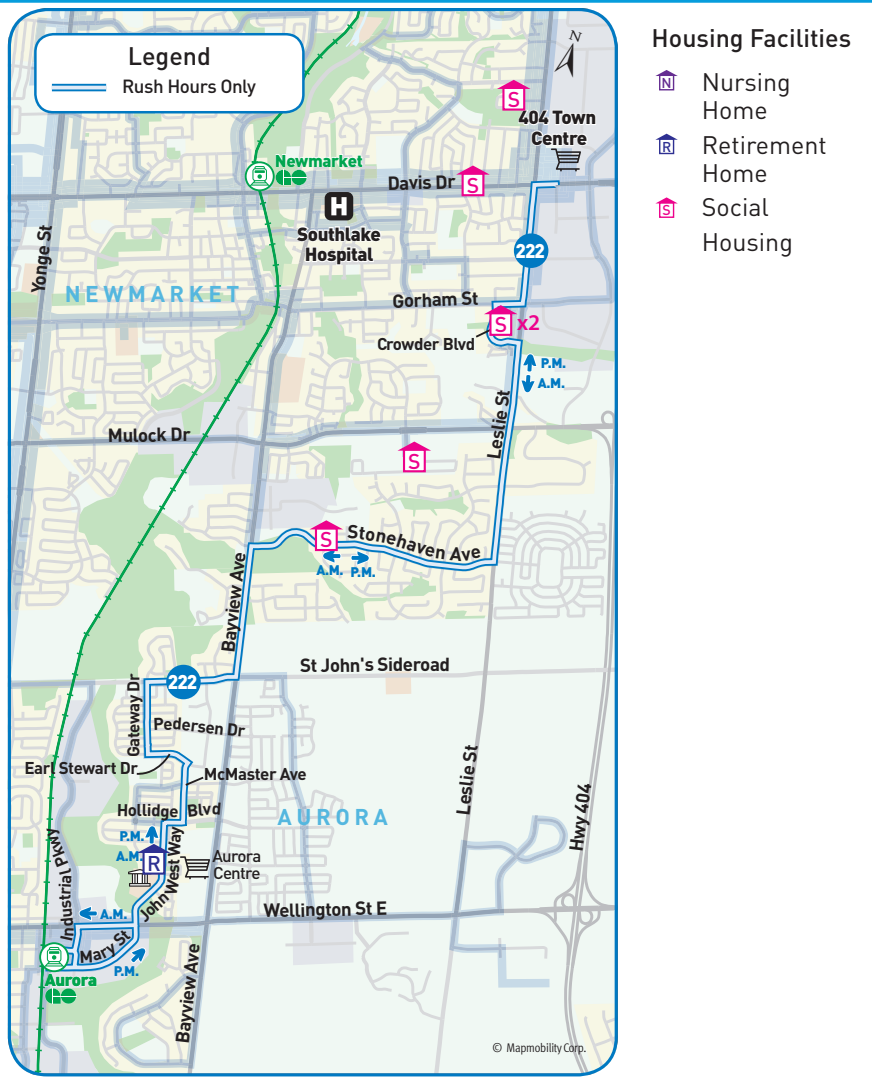
**Proposed Service Changes:**

- > Discontinue service north of Stonehaven Avenue due to low ridership
- > Extend service to William Graham Drive
- > Provide connection with the last southbound morning GO train

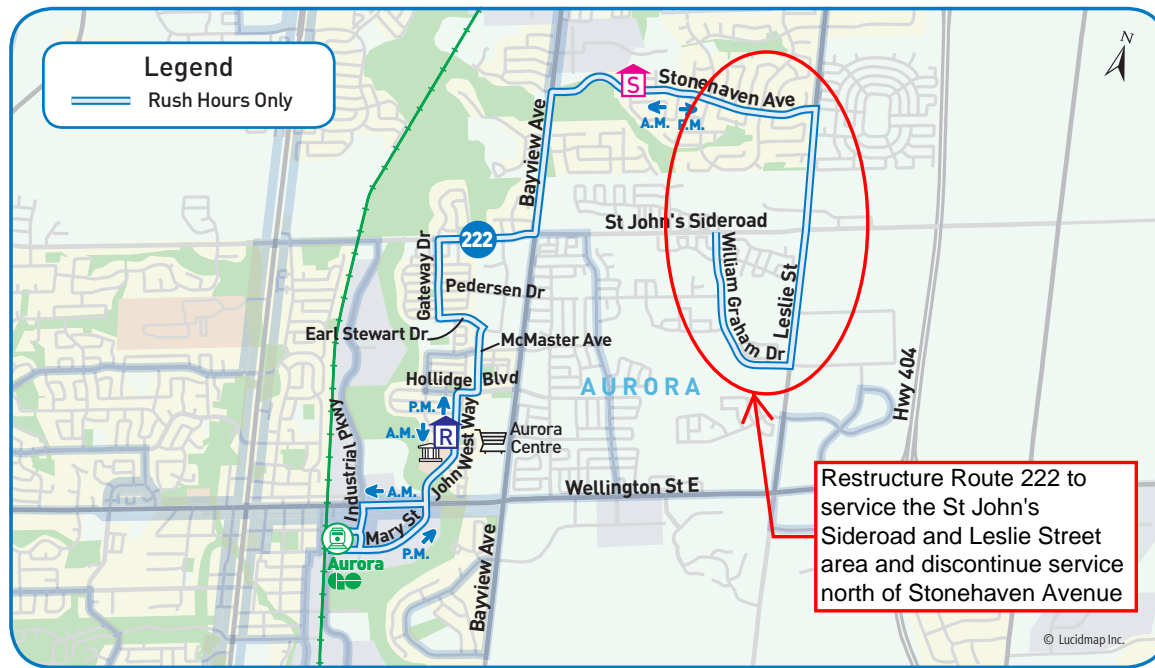
**Passenger Impacts/Options:**

- > New service for customers in the St. John’s Sideroad and Leslie Street area
- > Approximately seven passengers affected on weekdays
- > Alternative transit options include Viva yellow and Routes 57/57A – Mulock, 54 – Bayview, and 55/55B – Davis Drive

### Route 222 Current Route Map



### Route 222 Proposed Route Map



Housing Facilities: Nursing Home Retirement Home Social Housing

### Route 222 Route Performance (2015):

Performance Indicator		Value
Average route ridership	Weekday daily	57
	Weekday rush hour	57
Average route ridership per hour	Weekday rush hour	7
Net cost per passenger	Weekday rush hour	\$10.11
Revenue/cost	Weekday rush hour	23%

### Route 222 Operating Period and Frequency in Minutes (2015):

Early AM	AM Rush Hour	Midday	PM Rush Hour	Early Evening	Late Evening	Saturday	Sunday/Holiday
N/A	30	N/A	30	N/A	N/A	N/A	N/A







## 4.5 | Town of Georgina

### Municipal Meeting:

- > Wednesday, February 24, 2016

### Public Information Centre:

- > Tuesday, March 29, 2016  
Georgina Ice Palace

### Proposed Service Initiatives:

- > Route 50 – Queensway
- Route 50A – Sutton-Pefferlaw
- > Route 51 – Keswick



**Route 50 – Queensway**

**Route 50A – Sutton-Pefferlaw**

**Route Implementation Date:**

- > Route 50, July 2012
- > Route 50A, June 2016

**Route Type/Routing:**

- > Base
- > Monday to Sunday/Holiday service operating between Newmarket and Sutton with limited services to Pefferlaw

**Major Trip Generators:**

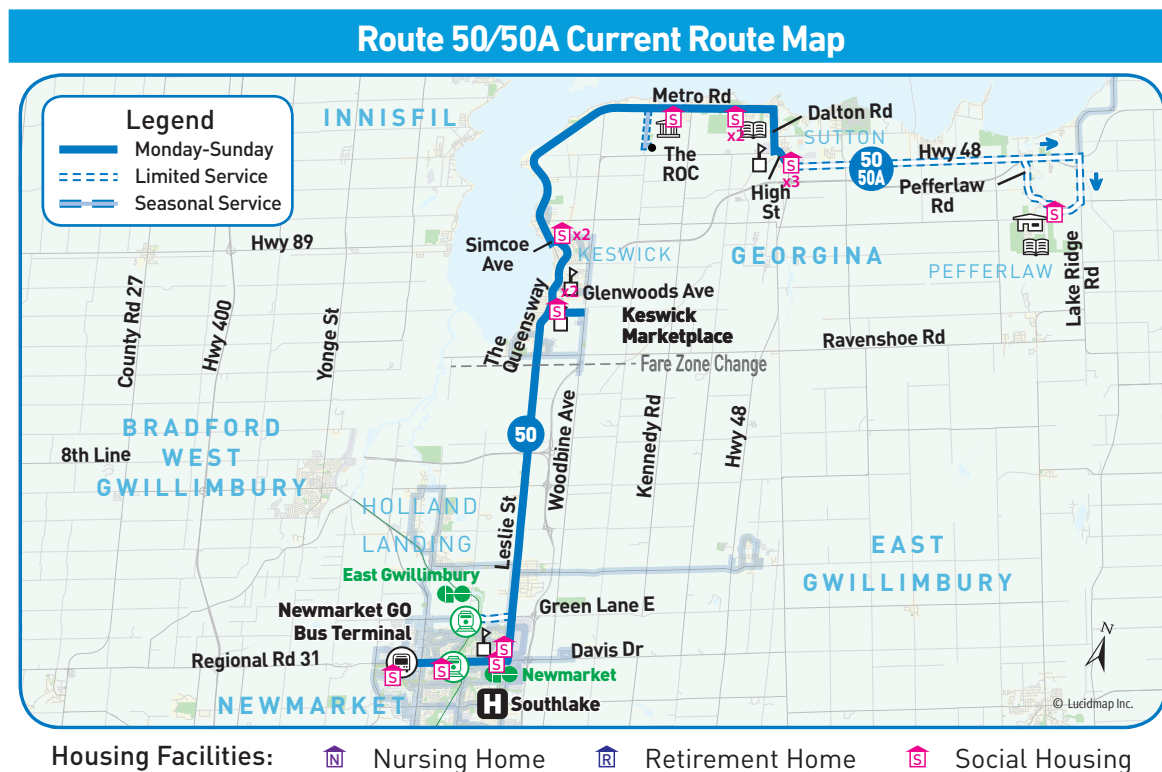
- > Newmarket GO Bus Terminal
- > Newmarket GO Station
- > Southlake Health Centre
- > Huron Heights Secondary School
- > 404 Town Centre
- > Upper Canada Mall
- > Keswick Marketplace
- > Sutton District High School
- > Our Lady of the Lake Catholic High School

**Proposed Service Changes:**

- > Conduct analysis on potential service adjustments between Sutton and Pefferlaw

**Passenger Impacts/Options:**

- > Approximately one passenger per trip between Sutton and Pefferlaw



## Route 50/50A Operating Period and Frequency in Minutes (2015):

Early AM	AM Rush Hour	Midday	PM Rush Hour	Early Evening	Late Evening	Saturday	Sunday/Holiday
44	44	44	44	60	60	54	81

## Route 50/50A Route Performance (2015):

Performance Indicator	Value	
Average route ridership	Weekday daily	750
	Weekday rush hour	397
	Weekday non-rush hour	353
	Saturday	560
	Sunday/Holiday	381
Average route ridership per hour	Weekday rush hour	15
	Weekday non-rush hour	8
	Saturday	10
	Sunday/Holiday	9
Net cost per passenger	Weekday rush hour	\$3.24
	Weekday non-rush hour	\$7.90
	Saturday	\$6.18
	Sunday/Holiday	\$6.77
Revenue/cost	Weekday rush hour	48%
	Weekday non-rush hour	27%
	Saturday	32%
	Sunday/Holiday	30%

### Route 51 – Keswick Local

**Route Implementation Date:**

- > September 2002

**Route Type/Routing:**

- > Local
- > Operating in Keswick connecting passengers to The Queensway, Route 50 – Queensway, and local destinations in Keswick, including the Woodbine Avenue/ Highway 404 Park and Ride facility

**Major Trip Generators:**

- > Keswick High School
- > Our Lady of the Lake Catholic High School
- > Woodbine/Highway 404 Park and Ride lot (i.e. GO bus Route 67)
- > Georgina Library
- > GEM Movie Theatre
- > Georgina Ice Palace
- > Learning Centre of Georgina
- > Keswick Market Place
- > Glenwoods Plaza

**Proposed Service Changes:**

- > Discontinue last southbound trip from Keswick Marketplace

**Passenger Impacts/Options:**

- > No customer impact

Route 51 Current Route Map





## Route 51 Operating Period and Frequency in Minutes/Number of Trips (2015):

Early AM	AM Rush Hour	Midday	PM Rush Hour	Early Evening	Late Evening	Saturday	Sunday/Holiday
3 trips	45	87	45	45	N/A	87	N/A

## Route 51 Route Performance (2015):

Performance Indicator	Value	
Average route ridership	Weekday daily	74
	Weekday rush hour	48
	Weekday non-rush hour	26
	Saturday	23
Average route ridership per hour	Weekday rush hour	3
	Weekday non-rush hour	2
	Saturday	2
Net cost per passenger	Weekday rush hour	\$25.63
	Weekday non-rush hour	\$41.61
	Saturday	\$54.58
Revenue/cost	Weekday rush hour	10%
	Weekday non-rush hour	7%
	Saturday	5%



## 4.6 | Town of East Gwillimbury

### Municipal Meeting:

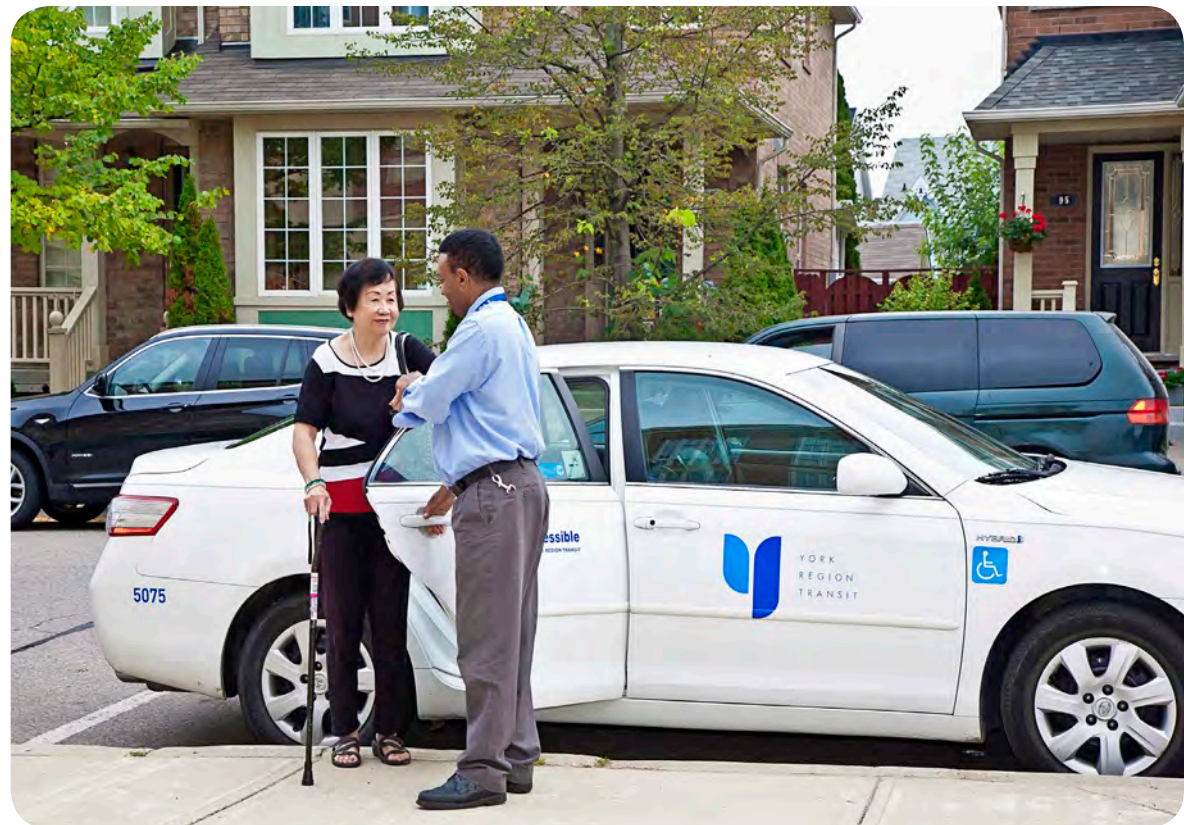
- > Wednesday, February 24, 2016

### Public Information Centre:

- > Wednesday, March 23, 2016  
E.G. Sports Complex

### Proposed Service Initiatives:

- > Route 58 – Mount Albert





### Route 58 – Mount Albert

**Route Implementation Date:**

- > September 2004

**Route Type/Routing:**

- > Base
- > Operates weekdays between 404 Town Centre and the community of Mount Albert

**Major Trip Generators:**

- > East Gwillimbury GO Station
- > 404 Town Centre
- > East Gwillimbury Town Hall
- > East Gwillimbury Library, Mount Albert Branch

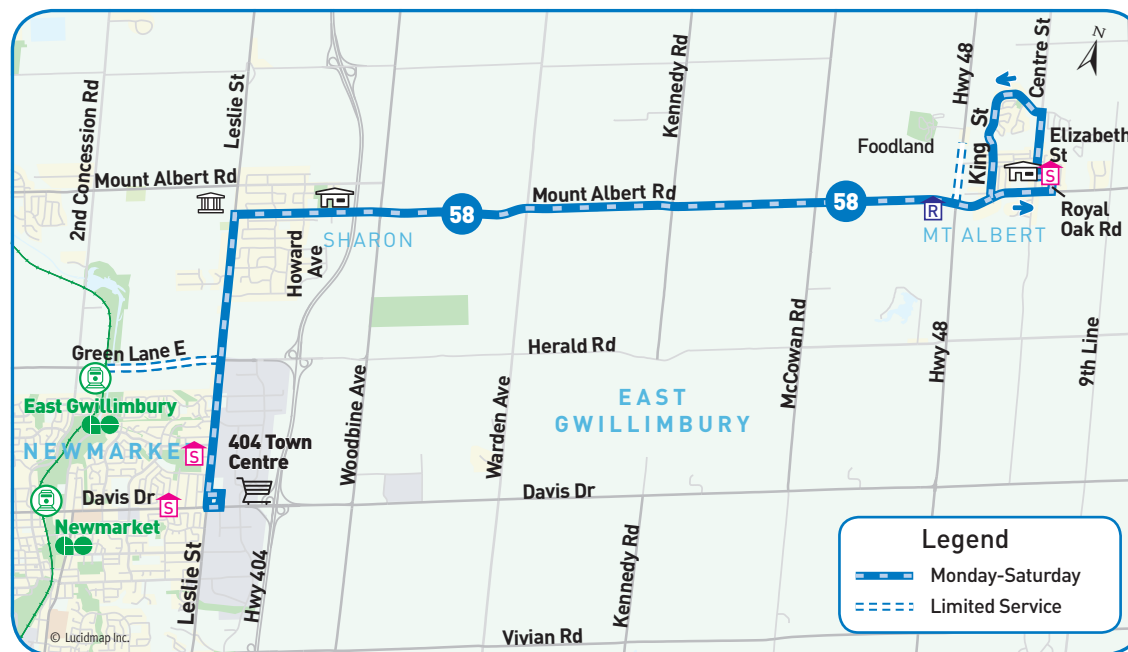
**Proposed Service Changes:**

- > Restructure route to provide service to new residential developments in Mount Albert and Sharon

**Passenger Impacts/Options:**

- > Alternative transit options include Route 50 – Queensway
- > Rush hour frequency will be widened from approximately 64 minutes to approximately 75 minutes

### Route 58 Current Route Map

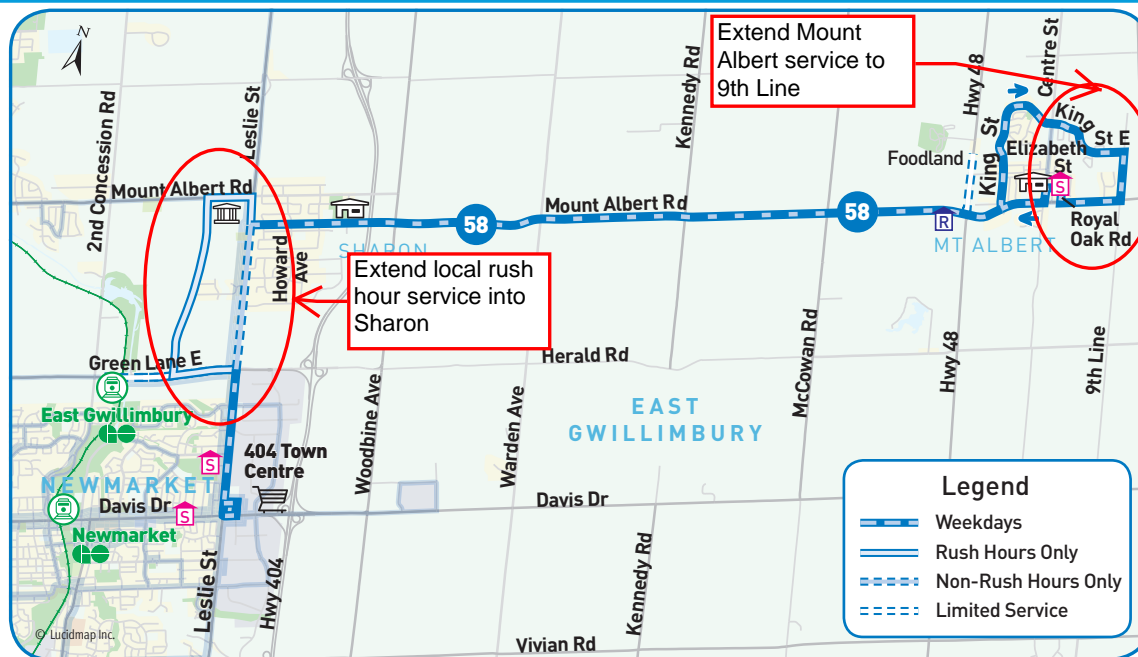


Housing Facilities: Nursing Home Retirement Home Social Housing

#### Route 58 Operating Period and Frequency in Minutes/Number of Trips (2015):

Early AM	AM Rush Hour	Midday	PM Rush Hour	Early Evening	Late Evening	Saturday	Sunday/Holiday
3 trips	64	64	64	N/A	N/A	N/A	N/A

### Route 58 Proposed Route Map



Housing Facilities: Nursing Home Retirement Home Social Housing

### Route 58 Route Performance (2015):

Performance Indicator		Value
Average route ridership	Weekday daily	80
	Weekday rush hour	36
	Weekday non-rush hour	44
Average route ridership per hour	Weekday rush hour	6
	Weekday non-rush hour	5
Net cost per passenger	Weekday rush hour	\$13.18
	Weekday non-rush hour	\$15.86
Revenue/cost	Weekday rush hour	18%
	Weekday non-rush hour	16%





## 4.7 | Town of Whitchurch-Stouffville

### Municipal Meeting:

- > Thursday, March 3, 2016
- > Wednesday, June 9, 2016

### Public Information Centre:

- > Tuesday, April 5, 2016  
Town of Whitchurch-Stouffville Municipal Office

### Proposed Service Initiatives:

- > Route 9 – 9th Line
- > Route 509 – Stouffville Community Bus





**Route 9 – 9th Line**

**Route Implementation Date:**

- > September 2004

**Route Type/Routing:**

- > Base
- > Weekday service connecting Whitchurch-Stouffville with City of Markham

**Major Trip Generators:**

- > Elms Retirement Home
- > Parkview Village Retirement Home
- > Markham-Stouffville Hospital
- > Markham District High School
- > Eastern Gate Retirement Home
- > Walmart (Stouffville)
- > Box Grove Plaza

**Proposed Changes:**

- > Restructure route and extend services to Riverwalk Drive and 9th Line area
- > Introduce new Saturday Dial-a-Ride service

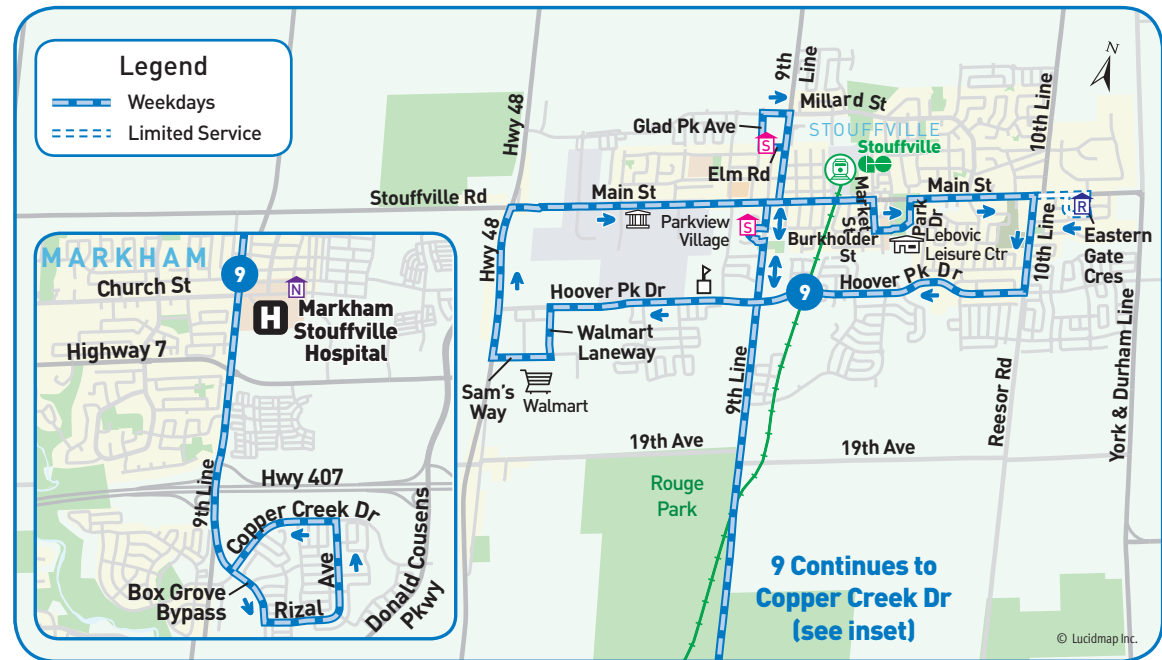
**Passenger Impacts/Options:**

- > Service would be removed from the Rizal Avenue area and Copper Creek Drive
- > Approximately 20 passenger trips impacted
- > Alternative service available on Copper Creek Drive and 9th Line
- > Walking distance may increase to 750 metres

**On-Street Survey Summary:**

- > On-board surveys were conducted on February 11, 2016
- > A summary of survey findings is provided in **Appendix C**

**Route 9 Current Route Map**

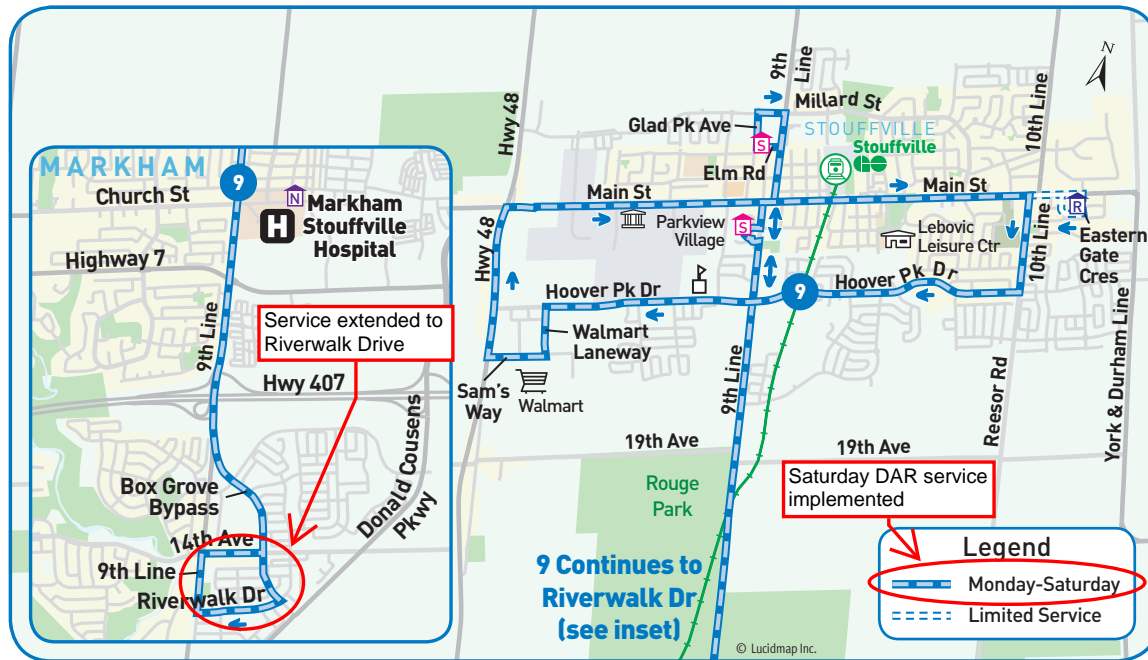


Housing Facilities: Nursing Home Retirement Home Social Housing

**Route 9 Operating Period and Frequency in Minutes (2015):**

Early AM	AM Rush Hour	Midday	PM Rush Hour	Early Evening	Late Evening	Saturday	Sunday/Holiday
N/A	43	90	43	43	N/A	N/A	N/A

### Route 9 Proposed Route Map



Housing Facilities: Nursing Home Retirement Home Social Housing

### Route 9 Route Performance (2015):

Performance Indicator		Value
Average route ridership	Weekday daily	204
	Weekday rush hour	128
	Weekday non-rush hour	76
Average route ridership per hour	Weekday rush hour	9
	Weekday non-rush hour	6
Net cost per passenger	Weekday rush hour	\$7.52
	Weekday non-rush hour	\$13.73
Revenue/cost	Weekday rush hour	28%
	Weekday non-rush hour	18%

**Route 509 – Stouffville Community Bus**

**Route Implementation Date:**

- > June 2017

**Route Type/Routing:**

- > Community bus
- > Services in Whitchurch-Stouffville one day per week

**Major Trip Generators:**

- > Elms Retirement Home
- > Parkview Village Retirement Home
- > Eastern Gate Retirement Home
- > Walmart (Stouffville)
- > Northern Gate Retirement Home
- > Buckingham Palace
- > Stouffville Retirement Home
- > Whitchurch-Stouffville Municipal offices
- > No Frills
- > Metro
- > Service Ontario

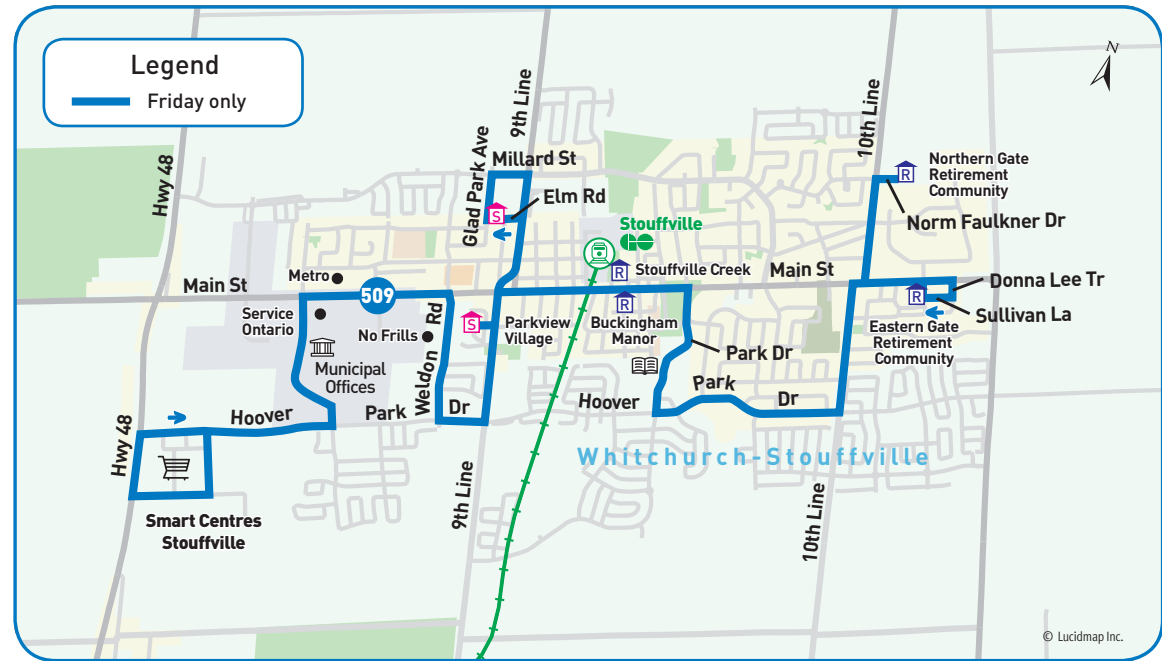
**Proposed Changes:**

- > Introduce limited service one day per week to provide local community bus service within Whitchurch-Stouffville

**Passenger Impacts/Options:**

- > New local transit services for customers

**Route 509 Proposed Route Map**



Housing Facilities: Nursing Home Retirement Home Social Housing

**Route 509 Proposed Operating Period and Frequency in Minutes:**

Early AM	AM Rush Hour	Midday	PM Rush Hour	Early Evening	Late Evening	Saturday	Sunday/Holiday
N/A	N/A	75	75*	N/A	N/A	N/A	N/A

\*Service to be provided until approximately 4:30 p.m.

## 4.8 | Township of King

### Municipal Meeting:

> Thursday, February 25, 2016

### Public Information Centre:

> Tuesday, April 12, 2016  
King City Plaza

### Proposed Service Initiatives:

> Route 22/22A – King City





**Route 22/22A – King City**

**Route Implementation Date:**

- > Route 22, Pre-amalgamation
- > Route 22A, September 2010

**Route Type/Routing:**

- > Local
- > Route 22A operates between Newmarket GO Bus Terminal and York University via Yonge Street, King Road and Keele Street
- > Route 22 operates between Maple GO Station and Seneca College King Campus

**Major Trip Generators:**

- > Seneca College King Campus
- > King City GO Station
- > Maple GO Station
- > Cardinal Carter Catholic High School
- > King City Secondary School
- > St. Thomas of Villanova College
- > York University
- > Newmarket GO Bus Terminal
- > Steeles Avenue

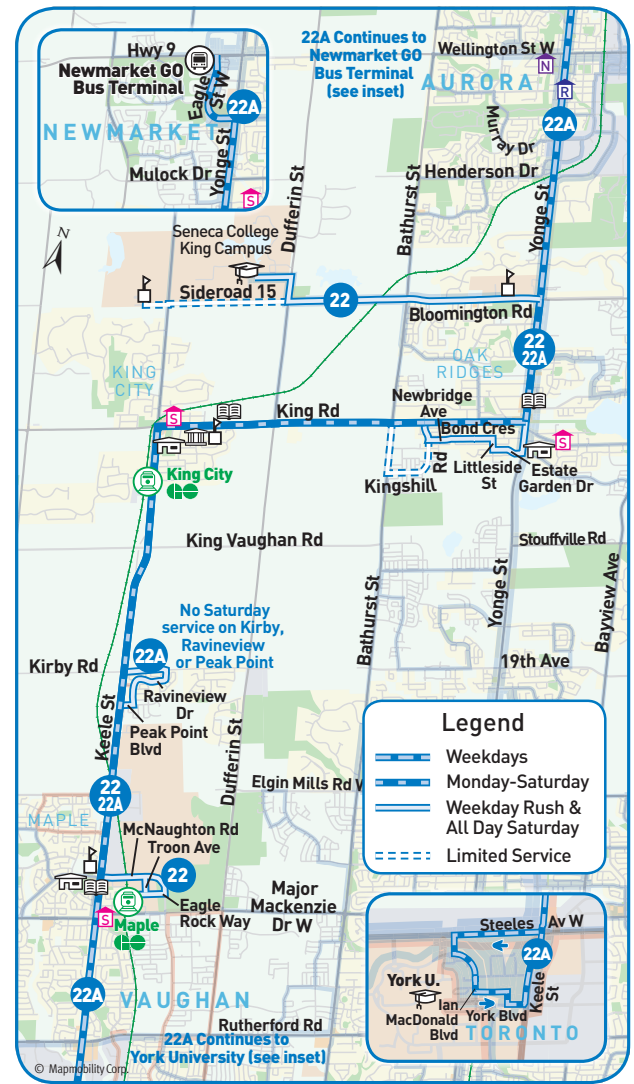
**Proposed Service Changes:**

- > Implement an earlier morning trip on Route 22A during weekday service

**Passenger Impacts/Options:**

- > Provides an additional trip option for customers in the morning
- > Approximately 44 passengers on the first northbound trip
- > Approximately 22 passengers on the first southbound trip

**Route 22/22A Current Route Map**



- Housing Facilities**
- Nursing Home
  - Retirement Home
  - Social Housing

## Route 22/22A Operating Period and Frequency in Minutes for Route 22 Branch (2015):

Early AM	AM Rush Hour	Midday	PM Rush Hour	Early Evening	Late Evening	Saturday	Sunday/Holiday
34	34	41	32	38	38	N/A	N/A

## Route 22/22A Route Performance for Route 22/22A Branch (2015):

Performance Indicator		Value
Average route ridership	Weekday daily	1,540
	Weekday rush hour	976
	Weekday non-rush hour	564
Average route ridership per hour	Weekday rush hour	33
	Weekday non-rush hour	13
Net cost per passenger	Weekday rush hour	-\$0.19
	Weekday non-rush hour	\$4.26
Revenue/cost	Weekday rush hour	107%
	Weekday non-rush hour	41%

#### 4.9 | 2017 Initiatives Implementation

In addition to the initiatives listed under each municipality, YRT/Viva staff will continue to measure the performance of all conventional services and routes. The cost effectiveness of routes are measured by the net cost per passenger which is calculated as the total cost per operating hour of service, not covered by the collected fare, divided by the total number of passengers per hour. Services with a high net cost per passenger may be considered for conversion to Dial-a-Ride service, YRT/Viva's on-demand delivery model.

The 2017 Annual Service Plan will require 1,264 less service hours. The implementation schedule, change in service hours, and change in fleet requirements are summarized in **Table 7**.



Table 7: Implementation Requirements of 2017 Service Initiatives

Route	Proposed Board Period	Peak Period Bus Change		Daily Service Hours Impact (revenue hours)			Annualized Hours Impact (Hrs)
		AM	PM	Weekday	Saturday	Sunday/Holiday	
50 – Queensway	January 2017	0	0	0.0	0	0	0
9 – 9th Line	December 2017	0	0	0.0	12	0	624
509 – Stouffville Community Bus	December 2017	0	0	9.0*	0	0	468
31 – Aurora North	January 2017	0	0	-0.4	0	0	-104
33 – Wellington	September 2016	0	0	0.0	0	0	0
51 – Keswick Local	January 2017	0	0	-0.1	0	0	-30
58 – Mount Albert	June 2017	0	0	0.0	0	0	0
427/421 – Newmarket and Sacred Heart High School Special	September 2016	0	0	-0.5	0	0	-97
22A – King City	December 2017	0	0	2.5	0	0	625
23 – Thornhill Woods	January 2017	0	0	-1.0	0	0	-250
222 – Aurora GO Shuttle	June 2017	0	0	0.0	0	0	0
244 – Beaver Creek Shuttle	January 2017	-1	-1	-10.0	0	0	-2,500
Routes operating below cost effectiveness targets	All boards	-	-	-	-	-	-
<b>Total:</b>		<b>-1</b>	<b>-1</b>	<b>-0.5</b>	<b>12</b>	<b>0</b>	<b>-1,264</b>

\* Service is proposed to operate one day a week



